

SCOPE OF WORK

ARCHITECTURAL/ENGINEERING and
FINAL DESIGN

Airport Traffic Control Tower (ATCT) and
Terminal Radar Approach Control (TRACON)

McCarran International Airport

Las Vegas, Nevada

September 2008

I. INTRODUCTION

The Federal Aviation Administration (FAA) intends to replace the existing Airport Traffic Control Tower (ATCT) and Terminal Radar Approach Control (TRACON) facilities at McCarran International Airport (LAS) in Las Vegas, Nevada. McCarran Airport is one of the busiest airports in the United States, with the ATCT handling more than 619,000 air traffic operations in 2007 and the TRACON handling over 700,000. The A/E shall design a Major Activity Level (MAL) ATCT, and an adjacent Base Building/TRACON on a site near the new Terminal 3 building at McCarran Airport. When commissioned, these facilities will provide state-of-the-art air traffic services well into the 21st century. To complete the design phase of this project, the FAA will need to procure the services of an architectural/engineering (A/E) firm.

II. SCOPE

The FAA will utilize the Western Service Area's (WSA) existing Qualified Vendor List (QVL) of A/E firms to award this work. A/E firms on the QVL that are interested in acquiring a contract for this project will be required to submit a technical proposal and a price proposal. The technical proposal shall comply with the applicable QVL requirements as well as this Scope of Work (SOW). The requirements for the technical proposal are outlined in Section III.

The technical proposals from each prospective vendor will be evaluated by FAA utilizing a qualitative ranking system. Since the award of this A/E contract will not be based solely on cost, the price proposal is not as important as the technical proposal. If the qualitative evaluation process results in two or more of the highest ranked firms with equal or similar rankings, then the price proposals can be used to award the final contract.

After contract award, the FAA Contracting Officer will issue a Notice-to-Proceed (NTP). Immediately upon receipt of the NTP, the A/E shall begin the engineering work. The A/E will have 480 calendar days after NTP to complete the work. The design shall be submitted to the FAA for review at the Project Planning Document (PPD), 35%, 70%, and 100% stages. After comments from the 100% review have been incorporated, the final design shall be submitted to FAA. All deliverables shall be final and complete at the end of the performance time. The FAA will require 30 days to review and issue comments at each of the review stages. The time required for review is considered part of the 480-calendar day performance time; therefore, the A/E should proceed with the design during the review periods to the extent possible. At each review phase, the FAA Project Engineer will assemble the comments and send a copy to the A/E firm via electronic mail. Shortly after receiving the comments, the A/E shall host a meeting at their office to discuss the comments and their disposition.

All work under this contract shall be performed in accordance with this SOW, technical input from the FAA, model building codes, FAA design orders and standards, guidelines, and local authorities having jurisdiction. The A/E shall furnish sufficient skilled technical, supervisory, and administrative personnel to ensure the expeditious completion of the work specified herein within the allotted time frames.

Only the FAA Contracting Officer can make contract modifications. To facilitate the progress of the design effort, coordination of change issues may be initiated with the FAA Project Engineer; however, all contract changes shall be issued by written modification from the FAA Contracting Officer.

The final deliverables under this contract shall be bid-ready drawings and specifications that are thorough, logical, technically sound, accurate, and provide sufficient detail to allow construction of all aspects of the project. All drafting shall be completed in a professional manner in accordance with FAA and industry standards. The drawings shall be arranged in a logical sequence and shall be readily interpreted. The A/E shall submit all final design calculations, a construction cost estimate, and other deliverables as specified herein.

This SOW will require civil, architectural, structural, mechanical, fire protection, electrical, and electronics engineering disciplines as well as project management, drafters, cost estimators, specification writers, interior designers, and administrative personnel. This SOW will also require land surveying, geotechnical subsurface investigation, soil analysis, security/blast design, wind tunnel testing, and electrical short circuit analysis and protective device coordination calculations. Each A/E firm shall clearly identify which disciplines and/or services, if any, will be subcontracted. A/E firms should also identify and discuss their experience with ATCT design, high-rise structure design, blast design and mitigation, progressive collapse prevention, and utilization of wind tunnel test results. Specific engineering and/or construction experience in the Las Vegas, NV area should be noted as well.

At the conclusion of the design phase of this project, the entire design including all engineering drawings, specifications, reports, and studies shall become the property of the FAA. The FAA may elect to utilize all, or a portion, of this design at other locations as they see fit; however, the A/E will be released from any liability/responsibility for the design beyond Las Vegas.

III. TECHNICAL PROPOSAL REQUIREMENTS

Proposals shall not exceed 50 single-sided pages. Each page shall have a minimum of one inch margins on all four sides, and may be single-spaced or double-spaced at the discretion of the A/E firm. Spacing can be intermixed to achieve maximum readability. Each proposal shall utilize a size 12 Arial font. All pages shall be standard 8½ by 11-inch sheets, and bound in a 1-inch thick, three-ring binder. The binder cover shall have a cover page/title sheet that identifies the company name. Also, each proposal shall have a table of contents. Neither the cover/title page nor the table of contents will count against the maximum number of pages. Each page after the table of contents shall have a page number. Any proposal that does not comply with these requirements will be excluded from evaluation.

Each proposal must address each of the evaluation factors below. Of the evaluation factors below, the Design Team Members and Key Personnel and FAA Experience and Performance are the most important, Company History and Similar Experience and Performance, and Schedule are important, and Subcontracted Work and Quality Control Plan are less important.

Design Team Members and Key Personnel - Identify the design team members (by name and title) that will hold key positions under this contract. Include resumes for all design team members and key personnel. As a minimum, each proposal shall include information for the following positions.

- Project Manager
- Senior Architect
- Senior Civil Engineer
- Senior Structural Engineer
- Senior Mechanical Engineer
- Senior Electrical Engineer
- Senior Fire Protection Engineer
- Senior Electronics Engineer
- Interior Designer
- Senior Cost Estimator
- Drafting Manager
- Quality Control Manager

If the successful A/E firm intends to substitute design team members in key positions at any time or for any reason, they shall immediately notify the contracting officer. The A/E shall submit a resume and qualifications of the substitute candidate for review by the FAA. If the FAA deems the substitute to be unacceptable, the A/E must submit a resume and qualifications for another candidate until a suitable replacement is approved.

FAA Experience and Performance – List all ATCT and/or TRACON experience completed by the company in the past five years, as well as all current on-going projects. Include the project name, location, a brief description of the scope, and the construction cost. For projects that have not been bid, an estimated construction cost is adequate. Provide the names of design team members and key personnel that held, or are holding, positions for the projects listed. Also, provide information for subcontracted work if applicable,

including the name of the company, the service and/or discipline(s) provided, and the names of key personnel/design team members. Include the names and telephone numbers of references for each project that can be contacted to validate the A/E's information and performance.

Company History – Each A/E shall include a brief company history. It shall be no more than one page, and shall include pertinent information such as how long the company has been in business, number of offices it has and where they are located, total number of employees, range of job categories/disciplines within the company, the type and size of typical projects and where they are located, and other information the A/E firm deems relevant.

Similar Experience and Performance – List any experience for projects of similar scope and magnitude completed within the past five years. Include the project name, location, a brief description the scope, and the construction cost. For projects that have not been bid, an estimated construction cost is adequate. Provide the names of design team members and key personnel that held, or are holding, positions for the projects listed. Also, provide information for subcontracted work if applicable, including the name of the company, the service and/or discipline(s) provided, and the names of key personnel/design team members. Include the names and telephone numbers of references for each project that can be contacted to validate the A/E's information and performance.

Schedule - Show major activities (milestones) including, as a minimum, Notice-To-Proceed (NTP), required submittals, FAA review periods (30 days for each review cycle), and final deliverables. For comparison purposes, each A/E shall assume an NTP date of October 1, 2008.

Subcontracted Work: Subcontracting portions of the work is allowed; however it should be noted that FAA may view excessive subcontracting as higher risk. If portions of the work will be subcontracted, the A/E shall clearly identify the number of subcontractors it intends to use, the work that will be subcontracted, and the name of the company providing the different discipline(s)/services. Include pertinent data for each subcontractor such as a brief company history, and resumes for the subcontractor's designers and/or key personnel.

Quality Control Plan – Briefly describe the company's quality control (QC) plan and how it will be implemented on this project. If subcontracting portions of the work, the A/E shall address if/how the subcontractors will be expected to comply with the QC plan. The QC plan description and discussion shall not exceed two pages.

IV. BACKGROUND INFORMATION AND GENERAL REQUIREMENTS

A siting study was completed by the FAA in 2005 to determine the optimum location for the new ATCT at McCarran Airport based on a variety of sites that were available at the time. The recommendation of the Final Siting Report was to construct the new facility on a site known as the "Terminal 3 Site". The Terminal 3 Site is approximately 3.5-acres and is located just west of the new Terminal 3 building that will be constructed north of Concourse D. The property is owned by the Clark County Department of Aviation (CCDOA), which owns and operates the entire airport. Although not established at this time, the FAA will lease the Terminal 3 Site from the CCDOA. Preliminary environmental investigations on the site show no contamination or environmental issues.

Design criteria for this project include the materials and guidance specified herein, as well as the current editions of the International Building Code (IBC), Minimum Design Loads for Buildings and Other Structures (ASCE 7-05), National Electrical Code (NEC), Life Safety Code (NFPA (101), International Mechanical Code (IMC), International Plumbing Code (IPC), National Fire Protection Agency (NFPA) Codes and Standards, Energy Code (IECC2000), ASHRAE, Americans with Disabilities Act (ADA), and applicable FAA Orders and Standards. FAA publications will have first priority; however, if a conflict arises between publications, the A/E shall submit a request for resolution to the FAA Project Engineer. The FAA Project Engineer will attempt to satisfactorily resolve the conflict within 15 calendar days. If the A/E fails to meet the requirements of the technical criteria contained, or referred to, herein, the A/E will be required to correct the design to meet those requirements without additional expense to the FAA. Any questions or problems encountered by the A/E in following the criteria should be submitted to the FAA Contracting Officer for resolution.

In addition to the publications referenced above, the A/E shall comply with state and local government agencies having jurisdiction, including the CCDOA's *Airport Tenant Improvement Manual*. If conflicts arise between the state or local requirements, or the *Airport Tenant Improvement Manual* and any referenced publication, the A/E shall notify the FAA Contracting Officer and FAA Project Engineer for resolution.

Although not a complete list of applicable FAA Standards and Orders, the FAA Project Engineer can furnish the following applicable documents to the successful A/E bidder upon request:

FAA Order 6000.35	<i>Use of Brand Name or Equal in FAA Construction Specifications</i>
FAA Order 6950.27	<i>Short Circuit Analysis and Protective Device Coordination Study</i>
FAA Order 1600.69B	<i>FAA Facility Security Management Program</i>
FAA Order 6000.36A	<i>Communications Diversity</i>
FAA-C-1217f	<i>Interior Electrical Work</i>
FAA-STD-032	<i>Design Standards for National Airspace System Physical Facilities</i>
FAA-STD-033	<i>Design Standards for Energy Management in NAS Physical Facilities</i>

FAA-STD-019e	<i>Lightning Protection, Grounding, Bonding and Shielding Requirements for Facilities</i>
FAA-STD-1391b	<i>Installation and Splicing of Underground Cables</i>
FAA-AC 70/7460-1J	<i>Obstruction Marking and Lighting</i>
FAA-STD-002f	<i>US DOT FAA Standard Engineering Drawing Preparation & Support</i>
29 CFR 1960.20	<i>Alternate Standard for Fire Safety in ATCT's and FAA 29 CFR 1960.20 Enhanced Checklist</i>

Quality Assurance: The responsibility of the A/E for checking and coordinating all drawings and specifications cannot be overemphasized. The A/E is responsible for producing complete, competent, properly coordinated, and thoroughly checked design documents in accordance with the agreed schedules. A final, independent, thorough check by the A/E shall be accomplished for all plans and specifications, and other required data prior to any scheduled FAA review. The A/E shall submit a fully coordinated check print set and quality control checklist showing the A/E's comprehensive review effort. Designs containing numerous drafting, typing, and/or referencing errors will be returned to the A/E for checking and resubmittal. A constructability review may be conducted by a construction contractor hired by FAA. The A/E shall review and incorporate the constructability comments at no additional cost.

Definition of days: All schedule dates discussed herein are calendar days. Submittals are due to the FAA Project Engineer by 12:00 PM, Central Time on the date indicated. The A/E shall fully address and resolve all review comments from previous submissions, and include the resolved review comments with the subsequent submittals.

Quality Control: The A/E shall have a logical and functional quality control program to minimize errors and/or deficiencies. The A/E shall perform independent technical reviews and correct all errors and deficiencies in the design documents prior to submitting them to FAA. These reviews shall be accomplished by persons not directly involved in the design. The final check prints of the drawings shall reflect a complete review by yellowing out correct items and making corrections in red. This set of check prints shall be provided to FAA if requested.

The A/E shall prepare a submittal register describing all construction submittals. This shall include a description of submittal requirements such as: samples, certifications, MSDS, Professional Engineer's stamp, drawings, catalog cuts, etc.

The designs provided by the A/E at the various review stages will be reviewed by FAA users, and/or other Government representatives for conformance with the contract requirements. Government comments will be tabulated by the FAA Project Engineer and submitted to the A/E. The A/E shall respond to all comments by compliance, or by providing an acceptable explanation of noncompliance. The A/E shall indicate the nature and location of the disposition next to the comment.

The contractual obligation of the A/E to provide complete, well coordinated, and error free documents has far reaching consequences. In the event of subsequent damage to the Government (facilities, equipment, or personnel) resulting from negligent performance of any of the services to be furnished under this contract, the A/E will be held liable for such damages. The Government's reviews in no way relieve the A/E of these contractual responsibilities. For this reason, an effective quality control plan is very important.

Trade Names and Proprietary Items: The use of trade names or proprietary items on drawings or in specifications shall be avoided. Also, the A/E shall not draft specification sections by adopting a manufacturer's specification or description of a particular commercial article.

Construction Cost Estimate: The construction cost estimate shall be in Excel format and submitted with the concept or early preliminary submittals shall be as accurate as possible based on the design accomplished at that time. These estimates will be used for programming and budgeting purposes. The A/E shall design the project within the programmed funds. If, at any time, it becomes apparent that the project cost will exceed the programmed amount, the A/E shall notify the Contracting Officer and FAA Project Engineer immediately. The A/E shall suggest cost savings measures. These cost saving measures are considered part of the basic design and not value engineering (VE) studies.

The construction cost estimate shall be supported by a complete written takeoff which is organized and correlated with the design documents. Price quotes shall also be documented with names, telephone numbers, and product cuts. The cost estimate shall be subtotaled at the end with provisions made for the prime contractor's overhead, profit, bonding, and applicable location factor(s). Overhead, profit, bonding and location factor provisions shall also be included for subcontractors as appropriate.

Demolition Cost Estimate: The A/E shall submit a cost estimate for the demolition of the old LAS ATCT and L30 TRACON structures, and restoration of the site back to its original condition. The demolition cost estimate shall be submitted to the FAA project engineer along with the 70% design submittal for the new ATCT and TRACON, and shall include removal of parking canopies, parking lots, fencing, and exterior electrical and mechanical equipment.

Life Cycle Costs: The A/E is responsible for designing the facility for the lowest total life cycle cost including construction cost and accumulated maintenance and operating cost for the duration of the design life, which is assumed to be 25 years. This analysis shall be accomplished by providing a minimum of three options, and with life cycle cost analysis completed for all three alternatives. Construction documents submitted by the A/E shall provide a complete, useable, and maintainable facility.

Safety: All work shall include the necessary features required to produce a facility in which employee safety has been incorporated so as to conform to the established safety codes and regulations. Particular attention shall be given to such safety features as maintenance clearances for mechanical and electrical equipment, equipment guards, head clearances, handrails, access hatches, ladder cages, fixed ladders, and non-slip treads. All projects shall meet the requirements of OSHA Standards, and other applicable user/agency safety standards.

Austerity in Design: All design and construction shall be performed consistent with the principals of maximum economy. Materials and finishes shall result in minimum first costs and maintenance. Efforts shall be made to produce aesthetically pleasing structures with due consideration for economy of design and without resorting to purely decorative features. Energy conservation, “green” concepts, and value engineering (VE) are also important design considerations.

Permitting: The A/E shall make all necessary arrangements and/or provide pertinent data for FAA to obtain any required permits for the project including utility services. If necessary, obtain permits for storm water discharge, sanitary sewer, and potable/fire water from the CCDOA. The A/E shall make arrangements for other appropriate permits that may include, but not necessarily be limited to, elevator life safety monitoring permits, fire department permits, fire alarm monitoring permits, noise permits, and general building permits.

Federal, State, and Local Pollution Abatement Criteria and Environmental Permits: To avoid wasted effort, the A/E shall contact permitting agencies early in the design process. The A/E shall ensure that the project is in full compliance with the requirements of all Federal, state, and local clean air, clean water, water rights, resource recovery, and solid waste disposal standards and the Federal Endangered Species Act. All applicable standards and criteria shall be obtained and reviewed by the A/E.

Site Investigations: The A/E shall conduct site investigations to complete the project documentation and to determine the full parameters by which the design will be accomplished. Documentation shall include subsurface and geotechnical investigations, as well as existing utility and topographic surveys.

Geotechnical Investigations: The geotechnical investigations and reports are the responsibility of the A/E. Adequate information shall be obtained for use by designers of structures, grading, drainage, and other features.

Studies: The geotechnical studies and soil analyses shall include soil consolidation swell testing, bearing capacity, soil resistivity, soils classifications, and any other analyses deemed necessary by the A/E. The geotechnical studies/analysis shall include foundation and pavement design recommendations.

Communications Routing: The FAA recently completed a fiber optic duct bank installation on McCarran Airport. There are two main duct bank loops with spurs running to the Terminal 3 Site. As-built drawings of the fiber optic duct bank system can be provided to the successful A/E firm. During the site investigations, the existing FAA and McCarran Airport duct bank routes shall be researched to determine suitability for FAA use. The A/E shall prepare an inventory of the existing duct banks and their identifications, and submit it to the FAA Project Engineer.

Surveying: All surveying shall be accomplished by, or under the supervision of, a professional land surveyor holding a current license issued by the State of Nevada. Original field notes, computations, aerial negatives, photographs, and maps, without alteration, shall be furnished to the FAA when the project is completed. A legal description of the site shall be provided

with the final design and shall be included on the civil drawings. Topographical surveys shall be provided for construction purposes.

Architectural Rendering: The A/E shall develop a water-color architectural rendering of the new ATCT and Base Building/TRACON once the building elevations, finishes, and colors have been finalized. A preliminary half-sized rendering shall be submitted for review prior to generating the final version. The final rendering shall be approximately 500 square inches in size, matted, and framed. In addition to the original, the A/E shall provide five full-size and twenty 8 x 10 inch color photographs of the rendering. All of the full-size and 8 x 10 inch photos shall be matted and framed.

Drafting: The drawings generated for this project shall be computer-drawn on E-sized sheets. Unless approved otherwise, all floor plans and details shall be drawn to scale. The drawings shall be generated with Microstation v8 in .dgn format. All drawings shall be compliant with FAA-STD-002f. The final drawing files shall be submitted on CD ROM or DVD. (Note: It is **not** acceptable to generate drawings in a format other than .dgn, then attempt to convert them to .dgn)

The A/E shall coordinate with the FAA Project Engineer to acquire the appropriate drawing border with the FAA title block in the bottom right corner of each sheet. The A/E may add their company emblem on the drawings just to the left of the FAA title block. FAA will provide drawing numbers and an acceptable numbering system to be used for this project.

Stamping of Drawings: An architect's or professional engineer's seal shall be furnished on all drawings and calculations. All drawings shall be stamped and signed by an architect or professional engineer registered in the State of Nevada.

Specification Format: The successful A/E will be provided with the generic Standard Design specifications in MasterSpec format. The A/E will be responsible for editing each section of the specification to accurately reflect the project requirements. The A/E shall coordinate with the FAA Project Engineer for a specification number and date. The final project specifications shall be submitted to the FAA in Microsoft Word 2003 format.

Initial Project Kickoff Meeting: Within three weeks after the NTP is issued for this contract, the FAA will meet with the successful bidder's design team in Las Vegas, Nevada to "kick off" the project, establish points-of-contact with the FAA and CCDOA, discuss pertinent project information, and perform initial site inspections. The kick-off meeting will be held at the existing ATCT/TRACON facility and is expected to require a full week. At least two days will be reserved for face-to-face meetings between the A/E's design team and the FAA, while the remainder of the time can be used for meetings with utility companies, the CCDOA engineering offices, the CCDOA Fire Department, and other entities to collect pertinent engineering data. Other site visits and meetings can be included as the A/E deems necessary. These meetings shall be incorporated into the A/E's price proposal and project schedule.

Project Commitment: It is assumed that the successful A/E firm will devote the level of effort, skilled manpower, and other resources necessary to complete the design work in compliance with the performance time of this contract.

Project Schedule: The A/E shall develop a detailed schedule and pert chart that outlines all of the engineering activities, including submittals and review times, for this project from start to finish. The schedule shall be generated and maintained with Microsoft Project software, and shall show the critical path and float between activities. The schedule and chart shall be submitted with the A/E firm's proposal. The schedule shall be updated with the actual start date and any necessary revisions within one week after the contract NTP, and submitted to the FAA Project Engineer.

Performance Time, Deliverables, and Submittals: The A/E shall complete all aspects of the work outlined in this SOW within the defined performance time. All change orders, revisions, or modifications to this SOW must be approved by the FAA Contracting Officer and may result in an adjustment of the performance time; however, the A/E will need to show the impacts to the project schedule, specifically the critical path, to justify additional time. The deliverables for each submittal phase are outlined in Section VIII. The final quantities of deliverables may be adjusted after contract award depending upon actual needs. Price adjustments for quantity changes will be negotiated if necessary.

Project Planning Document (PPD): The A/E shall develop and submit the PPD as specified herein. An electronic version (.PDF format) of the Boise, Idaho PPD has been included with this SOW to clearly delineate the volume and content of the information that must be included in the Las Vegas PPD. The A/E shall consider the volume and content of the information when developing their project schedule. Coordination with the FAA during the PPD development phase will be crucial to a successful submittal. FAA comments generated during the PPD review phase shall be promptly incorporated, and the entire PPD shall be re-submitted for FAA approval. The A/E shall not begin work on the 35% submittal until the PPD has been approved and signed by FAA, unless directed otherwise by the FAA Contracting Officer.

Coordination and Representation: The A/E will be acting as the FAA's Representative when coordinating with the CCDOA, regional and local FAA offices, utility companies, etc. The FAA Project Engineer shall be notified of these meetings and an agenda shall be submitted to the FAA Project Engineer at least one week in advance. The A/E shall keep the FAA Project Engineer well informed during the entire project, and immediately notify the FAA if problems are encountered.

Design Data Handbook: The A/E shall develop and submit a "Design Data Handbook" as part of the engineering phase of this project. The Design Data Handbook shall include a narrative of the "basis of design" for all the systems in the building (i.e. civil, structural, mechanical, electrical, security, fire protection, etc.). The narratives shall include information on the system selected, how it functions, reasons why it was selected, advantages over other systems considered, expected design life (if applicable), and other pertinent information.

As an option to developing a separate Design Data Handbook, the A/E may elect to update the Project Planning Document for each subsequent submittal. The information can be retained in the 11 x 17-inch format.

V. PROJECT SPECIFIC INFORMATION

Based on the large number of annual air traffic operations performed at the Las Vegas ATCT (LAS), it has been classified as a Level 11 facility, with Level 12 being the highest possible classification. The new control tower will be co-located with the Las Vegas TRACON (L30) on the Terminal 3 Site. The following information includes general, as well as project-specific, design parameters that must be included in the final package:

General

1. The CCDOA has informed the FAA that neither the ATCT nor the TRACON shall be of a “landmark” type of design or construction that would detract from the casinos and structures located on Las Vegas Boulevard.
2. The Terminal 3 Site is located at the following coordinates at McCarran Airport:

Latitude: N 36° 05' 07"
Longitude: W 115° 08' 31"

These are the general coordinates of the site, and **are not** the coordinates of the ATCT position, which will be provided to the successful A/E after contract award.

3. The ATCT and Base Building/TRACON design shall conform to the requirements set forth in “*Terminal Facilities Standard Designs A/E Project Manual*”, which shall be a supplement to this SOW. If a conflict arises between the Project Manual and this SOW, the A/E shall notify the FAA Project Engineer for a resolution.
4. The *Terminal Facilities Standard Designs A/E Project Manual* has been specifically developed to compliment the FAA’s new standard ATCT and Base Building/TRACON drawings, and standard specifications. Due to the overall square footage requirements of the Base Building/TRACON, the height of the ATCT, and the site specific building loads (high seismic and high wind) associated with this project, the LAS and L30 facilities will not utilize Standard ATCT and Base Building/TRACON drawings. All design work will be specific to Las Vegas, Nevada; however, concepts from the standard designs will be utilized to promote an efficient and economical design. Generally, Sections 1.0 and 2.0 of the *Terminal Facilities Standard Designs A/E Project Manual* will not apply to this project; however, the A/E should be familiar with the content.
5. The ATCT and Base Building/TRACON design shall incorporate “green building” concepts where it is economically feasible and reasonable. The A/E shall coordinate with the FAA Project Engineer to identify a list of potential “green” requirements, and the FAA will decide which items should be included in the final design. The list of potential “green” requirements shall include an explanation of the benefit and expected cost savings over the life of the facility

6. The new LAS ATCT and L30 Base Building/TRACON will be owned, operated, and maintained by the FAA.
7. The FAA will administer the construction contract for this project, and may establish procedures for utilizing the successful A/E for construction support (addressing submittal reviews, requests-for-information, change orders, analysis, and estimates) during the construction phase of the project. Construction support, if used, will be negotiated as a change order to the design contract via the FAA Contracting Officer.

Site Work

1. Russell Road, which ran along the north side of the ATCT/TRACON site, has undergone a realignment project that relocated it further to the north. A portion of the old Russell Road alignment, now called Light Path Avenue, will be used to access the CCDOA's new Terminal 3 and the FAA's ATCT/TRACON site. Drawings for the street modifications will be provided to the successful A/E after contract award.
2. The airport fence will be located along the south and east property lines of the site. This fence will separate the Terminal 3 Site from the restricted Airport Operations Area (AOA), and will satisfy the security setback requirements along those two sides of the site for blast considerations.
3. An FAA security fence must be installed along the north and west property boundaries to secure the ATCT/TRACON site.
4. Unless the site layout and blast calculations justify otherwise, all vehicle parking shall be kept a minimum of 100 feet from any structures.
5. Due to the relative small dimensions of the Terminal 3 Site, each A/E shall assume a multi-story parking garage will be designed to accommodate 150 vehicles. The A/E shall perform a parking study early in the design phase (after contract award) to determine if parking will be accommodated via a parking structure, surface lots, or a combination of both. Covered parking stalls shall be provided to prevent sun exposure for any vehicles, irregardless of the type of parking accommodations that are utilized.

ATCT

1. The ATCT cab floor will be approximately 337 feet above ground level (AGL).
2. The ATCT cab shall be 850 square feet with 16 equally-segmented sides.
3. The ATCT cab shall be designed with an 18-inch high raised floor system in approximately 2/3 of the space. The raised floor shall not be used as a plenum.

4. The ATCT cab roof shall be supported by four columns that are interior to the control cab space, and located between the cab glass and the cab consoles. The columns shall slope outward along the same plane as the cab glass in the viewing area (between the cab consoles and the cab ceiling) if structurally feasible. The columns should be tapered to smaller dimensions through the viewing area as well. The cab consoles shall not be notched or wrapped around the cab columns in any way.
5. The cab column configuration will be such that three of the columns are spaced 120 radial degrees apart (columns 1, 2, and 4 in Figure 1). The fourth column shall be located between two of the columns, 60 radial degrees from each (column 3 in Figure 1).

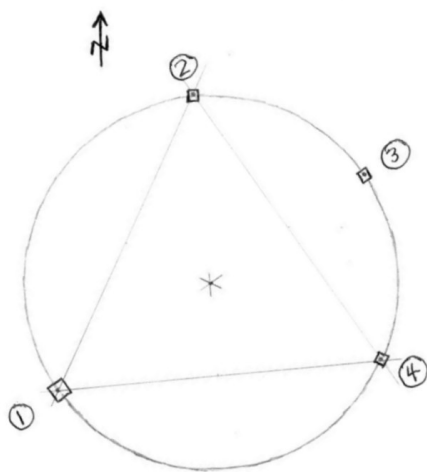


Figure 1. Cab column configuration

6. The cab glass shall slope outward from the sill at 15 degrees. It is desirable that the cab glass be supported at the head and sill only (no vertical mullions) for maximum visibility to all aircraft movement areas. If the building design loads dictate that vertical mullions are required to support the cab glass units, the mullions shall be designed as efficiently as possible to maximize visibility.
7. If structural loading dictates that vertical mullions are not necessary, the cab shall utilize laminated glazing units with butt-glazed joints using structural silicone. The A/E shall investigate the possibility of utilizing a low-E coating with the laminated units taking into consideration any impacts to transmittance, reflectance, and distortion, as well as impacts to solar heat gain, condensation, and HVAC design. If structural loading dictates that vertical mullions are necessary, the A/E shall investigate and recommend the use of either insulated or laminated glazing units, citing the advantages and disadvantages of both. The A/E shall coordinate all cab electrical, mechanical, and HVAC design issues with the FAA Project Engineer.
8. The ATCT shaft shall be designed as a non-functional shaft (no administrative or operational functions) with an elevator and two separate stairways. Vertical shafts shall be designed within the ATCT shaft footprint to route plumbing supply and

waste lines, electrical feeders and wiring, electronics cabling and wiring, grounding wires, fire sprinkler lines, etc. Mold-resistant, paperless gypsum wallboard and shaft liner panels shall be used for walls in the ATCT shaft.

9. Although the shaft will be non-functional, the ATCT structure will include administrative, operational, and environmental functions near the top of the shaft in support of the control cab. Several levels may be needed to house all of the necessary functions, and these levels will require larger footprints than the non-functional shaft. Reference the attached *Spaced Allocation Chart* for expected functions to be housed on the levels beneath the control cab.
10. Each stairway shall be designed to comply with the Life Safety Code and IBC. Pressurization in stairways and vestibules shall be utilized as required. Where cross-overs are allowed and/or desired from one stair to the other on intermediate floors of the ATCT shaft, exit paths shall be kept clear and unobstructed. The design shall also comply with the FAA's airport traffic control tower alternate design standard (29 CFR 1960.20).
11. Exterior balconies shall be designed to mount microwave dishes around the perimeter of the ATCT. The design shall include a method for concealing the dishes behind an approved fabric or other material that does not degrade the microwave signal. Waveguide access into the building shall be weather tight. Access to the balconies shall be coordinated with the FAA Project Engineer, and they shall be equipped with the appropriate worker safety features.
12. The ATCT will not have an Airport Surveillance and Detection Equipment (ASDE) antenna or equipment penthouse on the cab roof.
13. The FAA may utilize the guardrail around the perimeter of the ATCT cab roof for radio antenna installation. The A/E shall design a cable raceway and antenna mounting system for the cab roof. Antenna cables entering the building shall be grounded on a copper bulkhead plate that is mounted in a junction box, and the entry point shall be designed to be completely weather tight. The cab roof shall provide a safe work environment for personnel.
14. The ATCT cab roof shall be designed with a hatch for roof access. Depending upon the distance between the roof hatch and the finished ceiling of the cab, a short section of vertical ladder will likely be required. The ladder section shall be equipped with a safety post. The ceiling of the ATCT cab shall be designed with a disappearing stair system for access to the roof hatch.
15. The ATCT will not include a maintenance access ring like many of the recent and standard ATCT designs. It shall be designed with a full-height equipment room directly under the cab that will house electronics equipment, cable tray, and HVAC ductwork in support of the cab operations.

16. The electronics equipment room directly under the cab floor shall be equipped with a low-profile raised floor system. The raised floor system shall accommodate the signal reference ground grid, but shall not be used as an air plenum.
17. The ATCT will require a catwalk that allows for routine cab window maintenance and cleaning. The catwalk shall provide a safe work environment for personnel. Storm water drainage of the catwalk shall be accomplished via through-wall scuppers as opposed to floor drains. Access to the catwalk shall be from the stair leading to the control cab or other appropriate location as approved by the FAA Project Engineer.
18. The A/E shall develop drawings and specifications for the ATCT cab consoles for operational and supervisory positions. The consoles will be construction contractor supplied and installed. The FAA Project Engineer will provide sample drawings and specifications from previous ATCT projects to the successful A/E after contract award. The A/E must site-adapt the drawings and specifications specifically for LAS ATCT cab. When the construction contractor completes the installation, the consoles shall be ready for electronics equipment installation. They shall be fully grounded in accordance with FAA standards. Also, power receptacles and light switches/dimmers shall be wired and fully operational.

The A/E shall include verbiage in the specification that requires a full-sized mock-up of a section of at least five operational consoles at least five weeks prior to scheduled delivery of the final product. The FAA will inspect the sample consoles and, if necessary, provide comments that must be incorporated into the final product. The sample consoles can be included with the final deliverables after the necessary changes (if applicable) are incorporated.

Base Building/TRACON

1. Due to the relatively small site dimensions, the Base Building/TRACON will be a multi-story structure with approximately 40,000 square feet of total space. The Base Building will house administrative, operational, and environmental functions. The Base Building/TRACON can abut the ATCT shaft if code-compliant fire separation can be attained. If a link is necessary, it shall be kept as short as possible. Elevator access between the Base Building/TRACON and the ATCT will be required at more than one level.
2. The Base Building/TRACON shall be rectangular in shape and the corners of interior and exterior walls shall not contain acute or obtuse angles. Avoid curved walls as well.
3. The Base Building/TRACON shall be designed with its own elevator that does not serve the ATCT.
4. Consideration shall be given to 25% future expansion of operational spaces of the Base Building/TRACON. Operational spaces include the TRACON, electronics equipment rooms, and TELCO room. Expansion shall not encroach upon the

parking setback distance. The A/E shall consider electrical and mechanical system capacities, and methods for expansion to accommodate the 25% expansion of operational spaces.

5. The electronics equipment room(s) shall be equipped with a low-profile raised floor system. The raised floor system shall accommodate the signal reference ground grid, but shall not be used as an air plenum.
6. The A/E shall develop drawings and specifications for the TRACON consoles for operational positions, as well as center consoles for supervisory positions. The consoles will be construction contractor supplied and installed. The FAA Project Engineer will provide sample drawings and specifications from previous TRACON projects to the successful A/E after contract award. The A/E must site-adapt the drawings and specifications specifically for L30 TRACON. When the construction contractor completes the installation, the consoles shall be ready for electronics equipment installation. They shall be fully grounded in accordance with FAA standards. Also, power receptacles and light switches/dimmers shall be wired and fully operational.

The A/E shall include verbiage in the specification that requires a full-sized mock-up of a section of at least five TRACON consoles and five center consoles at least five weeks prior to scheduled delivery of the final product. The FAA will inspect the sample consoles and, if necessary, provide comments that must be incorporated into the final product. The sample consoles can be included with the final deliverables after necessary changes (if applicable) are incorporated.

VI. FINAL DESIGN AND ENGINEERING

The final deliverables under this scope of work shall include civil, architectural, structural, mechanical, fire protection, electrical and electronics drawings, as well as specifications, design calculations, a Design Data Handbook, and a construction cost estimate. Based on recent projects of similar scope and magnitude, the following sections and paragraphs outline the concepts and requirements that shall be incorporated into the final design package:

A. Civil Design

1. The A/E shall layout and design the structures, grading, access road(s), parking lots, curb and gutter, sidewalks, storm drainage, sanitary sewers, and other utilities such as natural gas, electricity, water, and telephone. The drawings shall clearly show the point of connection to existing utilities and accurately depict the utility routing on the site and into the building. Manholes and/or handholes, where required, shall be adequately sized and properly spaced in accordance with FAA or utility company requirements. The A/E shall contact and coordinate all utility requirements with the appropriate local suppliers. Connections to existing streets shall be coordinated with the CCDOA.
2. The A/E shall perform a storm drainage study early in the design to determine the expected runoff from the site. The CCDOA will utilize the results of the study to dictate how the storm runoff will be handled, and the A/E shall comply with the CCDOA direction/recommendations.
3. The A/E shall design landscaping for the facility utilizing Xeriscaping techniques. The Presidential Memorandum titled Environmental Practices on Federal Grounds shall be incorporated into the design, as applicable.
4. A qualified testing company shall perform all necessary geotechnical tests to properly evaluate the existing soil conditions. The A/E shall evaluate the test results and specific recommendations to determine the most effective and economical foundation design for the various structures. The A/E shall provide two copies of the soil analysis report and the A/E's conclusions from that report to the FAA.
5. Due to the number of daily air traffic operations, the security threat level for LAS and L30 is relatively high. The facility design shall include a security perimeter fence along the north and west property lines (public access). A security guard house will be required at the site entrance and it shall be located as far from the ATCT/TRACON buildings as practical to maximize the security setback distance. The site entrance shall accommodate the ingress and egress of employees, as well as a defined area to stop visitors for screening and vehicle searches prior to penetrating the fenced boundary.
6. Security perimeter fencing exposed to public access, as well as the entrance gate, shall be protected with anti-crash-through devices. The design vehicle size, weight, and speed will be provided to the successful A/E after contract award. Landscape

features such as large boulders, earth berms, or ditches may be utilized to protect perimeter fencing. The entrance gate shall be protected with a barrier that is quickly deployable, rated to cycle open and closed very frequently, and is K-rated relative to the approach lane design. (Note: zigzags and hard turns can be utilized in the approach lane to lower the required K-rating of the barrier).

7. The security guard house at the site entrance shall be a 10 ft. by 14 ft. structure. The guard house shall be equipped with telephone/communications and electrical power utilities.
8. A diverse route for communication and control cables shall be maintained for the ATCT/TRACON facility in accordance with FAA Order 6000.36A. The A/E shall coordinate with the CCDOA and FAA to determine if any new airfield lighting, communications, or communications ductbank is necessary. The A/E shall coordinate with CCDOA to identify new ductbank routes and necessary easements, and provide surveying service to establish legal descriptions of easements.
9. The pavement design for the site roads shall meet Nevada Department of Transportation and Clark County requirements.
10. Site design and road layouts shall accommodate single-unit vehicles (up to 30 feet long and 20,000 lbs.) to a loading dock/lift. The A/E shall coordinate with the local Fire Marshal to ensure adequate fire truck access/maneuverability is provided for fire fighting capabilities. Coordinate fire truck movement/parking areas with fire truck connections on the ATCT and/or TRACON buildings.
11. Provide positive drainage away from the buildings. Grading away from the buildings shall be a minimum slope of 5% for the first 10 feet from the building. Finish grade elevation next to buildings shall be a minimum of 6 inches below the finish floor elevation of all ground floors.
12. The A/E shall coordinate construction parking, staging, and layout plans with the CCDOA and show such areas on the construction plans. Access to, and the location of, the staging area is subject to the approval of the CCDOA and FAA.

B. Architectural Design

1. The space programming information provided as part of this SOW for the ATCT and Base Building/TRACON (LAS - L30 Space Allocation.pdf) shall be used by the A/E as a starting point. The room sizes and adjacencies are the result of an effort by FAA to establish some preliminary guidelines for space allocations. The A/E shall develop the floor plans based on their expertise and experience, as well as input from the FAA. Some room sizes and locations may have to be adjusted slightly to develop functional and efficient floor plans; however, the square footage of the individual rooms, as well as the entire facility, shall comply with the total allowable square footages provided, unless otherwise approved by FAA.

2. The A/E shall prepare an architectural programming document that clearly identifies the comprehensive needs for the spaces including room dimensions, privacy requirements, and security needs. This information shall be used to determine door hardware and sound attenuation requirements as well as the number and locations of electrical outlets, LAN connections, and telephone jacks. The FAA will utilize the information from this document to procure furniture for the spaces via a separate contract.
3. The A/E shall design spaces slated to receive systems furniture as efficiently as possible. Power receptacles, light switches, and LAN and telephone jacks shall be fully coordinated with the systems furniture layout.
4. The A/E shall have an interior designer develop sample boards for the interior finishes for floors, walls, base, window treatments, ceilings, etc. The designer shall develop three main color schemes. For each color scheme, there shall be at least two varying shades for each type of finish (i.e. two shades of carpet, paint, vinyl tile, etc.). Furniture recommendations shall be kept in mind when developing the color schemes.

Once the design has progressed to the appropriate level of completion, the A/E shall request a meeting with FAA to discuss finishes. The FAA will provide guidelines as far as the desired type of finishes to be used in various situations. Generally speaking, selected finishes should be durable and neutral. The FAA will make the final selections with respect to type, color, pattern, etc.

5. The A/E shall prepare furniture layouts and color recommendations for each room based on input from the FAA. The A/E shall provide an itemized list of furniture by room, and an itemized list of furniture by total number of pieces (for ordering purposes). The furniture color recommendations shall be coordinated with room finishes and colors.
6. If precast concrete panels are designed as an architectural building finish, the joints shall be designed to prevent water infiltration into the building. Backer rod and building sealant alone are not an acceptable method of weatherproofing the structures.
7. The security features for the facility shall comply with FAA Order 1600.69B, and the Las Vegas ATCT/TRACON will be a security level 3 as defined in the order. The A/E shall notify the FAA Project Engineer if it becomes apparent that a specific security requirement cannot be met so that mitigating features can be designed. If necessary, a meeting can be scheduled to discuss the security requirements and/or mitigating features for the facility.
8. Glazing for all windows, except the control cab glass, shall be designed to comply with General Services Administration (GSA) 3b criteria.

9. The following items are a list of lessons-learned from past ATCT/TRACON projects and should be incorporated into the LAS/L30 design:
- i. Control Cab and TRACON Consoles: The A/E shall coordinate the consoles with the locations of cable trays, floor penetrations, and HVAC ducting. No HVAC ductwork shall be installed within the base cabinets of any consoles.
 - ii. Cab Columns: The cab columns can be used to route cables, wiring, plumbing lines, sprinkler lines, etc. from areas below the cab floor to areas above the cab ceiling or to the cab roof. The columns shall be designed such that entry/exit openings for such items do not impact the structural integrity.
 - iii. Utilize dual shades (two, independent sets of shades) on cab windows with eastern, southern, and western exposure. Shade pockets at the cab ceiling shall be designed accordingly.
 - iv. Roof Slopes: Minimum roof slope for new construction is 0.25 inch in 12 inches. Obtain drainage by sloping the roof structure; do not use wet fill material, such as lightweight, insulating concrete, to provide roof slopes. Ensure positive drainage by utilizing crickets or tapered insulation when necessary.
 - v. Roof Insulation: Do not use insulating concrete fill for roofs. Whenever possible, locate the overhead insulation on the ceiling in lieu of the roof deck.
 - vi. Roofing Materials: Roofing materials shall be single-ply, elastomeric sheet roofing materials such as ethylene propylene diene monomer (EPDM) or thermoplastic polyolefin (TPO). Use of these materials should be considered in the early stages of the design. Also, consider standing seam metal roofing and water-shedding roof slope whenever feasible.
 - vii. Roof Mounted Equipment: Avoid roof mounted equipment, antennas, and air terminals, if possible. Antennas and air terminal supports should be mounted to guardrails when they are necessary. The guardrail design shall maximize the number of mounts, account for structural loads, and support/integrate a cable raceway system.
 - viii. Roof and Wall Flashing Details: Where guardrails are mounted to the top of parapet walls, do not utilize metal cap flashing. Guardrail posts shall be round and flashed with roofing membrane in accordance with the roofing manufacturer's instructions. Refer to the NRCA Roofing and Waterproofing Manual and SMACNA guidelines. Closure details of flashing shall be shown on the drawings.

- ix. Where near-flat roofs and/or catwalks occur, utilize through-wall scuppers to drain surfaces. Roof drains introduce rain water into the structure(s) and should be avoided.
- x. Wall Insulation: Do not use loose insulating fill in masonry walls. Show type, thickness, and R-Value on drawings. Do not use foam plastic insulation. Exposed insulations, where applicable, shall be rated for such.
- xi. Suspended ceilings: Avoid use of fire-rated suspended ceilings – protect the structure by alternate means.
- xii. All cable penetrations of fire-rated walls and barriers shall be via UL listed fire-rated pathways (EZ Path), or UL listed assemblies approved by the FAA fire protection specialist. Cable trays shall not pass through rated walls or barriers. Removable fire-stopping barriers such as pillows and/or bricks are not recommended, but may be used under certain circumstances with the approval of the FAA Project Engineer.

C. Structural Design

1. The A/E shall account for site-specific loads including seismic, wind, blast, live, and dead including existing soil conditions and any special loading requirements. The design calculations shall state the design code that was used, including specific references. All structural calculations shall be overseen, approved, and sealed by a Professional Engineer registered in the state of Nevada.

NOTE: FAA Orders may contain some structural requirements that exceed the standard building codes. The FAA Project Engineer shall be notified of these conflicts; however, the more stringent requirement shall be used. It is the responsibility of the A/E to interpret the code requirements and restrictions. The FAA holds no responsibility for structural code interpretations.

2. The A/E shall follow the most updated version of published criteria, using generally accepted methods of analysis and design.
3. The description of the foundation shall include the subsurface conditions, the method of analysis and design, and the allowable capacity and time/settlement curves for any differential/uniform settlement expected. In areas of expansive soils, heave predictions are required and methods to mitigate heave. The structural engineer shall provide heave or settlement predictions appropriate for the types of soils encountered on site.
4. The contract drawings and specifications shall clearly delineate that no field welds will be allowed on main structural steel framing members.
5. The minimum security blast setback distance from public access areas is 300 feet, and the setback distance from parking areas is 100 feet. The bomb charge weight

for public access areas is much larger than the bomb charge weight for parking areas. Since the full setback distance from public access areas (west and north sides of the site) will not be fully attainable, other mitigating options will have to be investigated, including blast hardening of structures. Where blast hardening is necessary, the A/E shall utilize impulses and pressures of the smaller bomb charge to optimize the parking setback distance. Bomb charge weights will be provided to the successful A/E firm.

6. Blast hardening recommendations and design for the facility shall be accomplished by professionals that are familiar with, and regularly engaged in, this type of design work. The A/E shall design structural systems, components, and cladding to resist blast impulses and pressures (both positive and negative).
7. The Base Building/TRACON shall be designed to prevent progressive collapse.
8. Wind engineering and wind tunnel testing shall be accomplished for the ATCT by professionals that are familiar with, and regularly engaged in, this type of design work. Testing shall include an initial wind tunnel test to estimate the wind design loads early in the design process to acquire data about the structure including natural frequency, stiffness, vortex shedding capabilities, overturning base moment, and damping ratio. After the ATCT design has progressed to an appropriate level, the A/E shall perform a second wind tunnel test to obtain mean and peak simultaneous pressures, mean wind loading, and fluctuating overall wind loads on the ATCT. Data from the wind engineering and testing shall be used to evaluate tower accelerations, design cladding components, design the cab glass and framing system, etc.
9. Based on the existing normal wind loading conditions, the structure may be required to be designed based on a Dynamic Tuned Mass Damper, uniquely designed for the ATCT building and the local conditions.
10. Due to the difference in stiffness between the ATCT and TRACON structures, a push-over analysis may be necessary to determine the most efficient building structural system.
11. The A/E shall submit two bound copies of all structural design calculations. The structural calculations shall include, as a minimum, all hand calculations and a full printout summary and explanation of all computer analysis and design including input and assumptions. Access to full program printouts shall be available to the FAA upon request. Structural calculations shall include connection designs as applicable.

D. Mechanical Design

1. The A/E shall design the building mechanical systems in accordance with the latest industry standards where application of these standards is economically and practically feasible. Utilize ASHRAE design requirements for the Las Vegas area

and the Terminal Facilities Standard Design A/E Project Manual, taking into account redundancy requirements.

2. Energy efficient design and life cycle costing procedures shall be accomplished in accordance with FAA-STD-033, ASHRAE 90.1, and any other local, state, or federal government regulations. The A/E shall prepare a life cycle cost and energy analysis for each of the HVAC systems considered. Consideration shall be given to heat pumps and geothermal systems, as well as chillers and boilers for HVAC design. The mechanical design shall be consistent with minimizing initial cost, maintenance requirements, energy costs, and operating costs.
3. The mechanical design shall address outside air intake and exhaust issues such as charcoal filtering and intake/exhaust short circuiting. A/E shall remain mindful of combustion exhausts, jet blast, sewer vents, and fresh air intake locations.
4. The design shall incorporate the commissioning procedures as defined in the LEED philosophy into the specifications. The sequence of operations shall be provided on the drawings.
5. The design shall provide a list of all training requirements in the specifications including the number of hours required and whether it is onsite or at the factory.
6. A/E shall design and specify non-proprietary, native backnet compatible, digital controls that can work with many systems. A/E shall consult with the FAA project engineer and FAA discipline expert on the implementation of the basis of design into the contract documents. The controls system supplier shall be locally available.
7. The A/E shall develop the design parameters for an automatic fire sprinkler system for both the ATCT and Base Building/TRACON in accordance with NFPA. In lieu of a dry pipe and/or pre-action system, utilize a wet pipe, automatic fire sprinkler system for both the ATCT and Base Building/TRACON.
8. Coordinate with the Fire Marshal, or other authority having jurisdiction, to investigate the possibility of utilizing a manual standpipe for the ATCT. Connections at the bottom of the ATCT would provide a means for the Fire Department to hook up and charge the standpipe with their equipment. The fire pump shall be sized accordingly.
9. E/G fuel oil systems shall be designed in compliance with NFPA and other federal, state, and local codes as well as FAA requirements.

E. Fire Protection

1. Fire protection can be defined as the protection of life and property against the threat of fire or other related hazards. The designer must know the everyday activity of the occupants and how to evacuate and isolate them from a fire in another space. Decisions must be made early in the design phase to economically maximize

occupant safety, and to protect property/equipment. Strict integration with all engineering disciplines must be established.

2. The A/E shall obtain design approval from local authorities prior to 35 percent submittal to FAA. Essential design features to be verified include, but are not limited to, manual vs. automatic standpipe, fire department equipment requirements, fire department access to the site and buildings, water supplies for fire protection and fire alarm monitoring requirements.
3. Provide a Class A (Style 7), fully addressable, complete fire detection and notification system, covering all areas of the Base Building/TRACON and ATCT. Provide supervised, remote annunciator in the control cab of the ATCT, Operations Room of the TRACON, and the security guard house.
4. The fire alarm system shall be specified by the A/E and designed by the installation contractor in accordance with FAA standard guidelines.
5. The specification shall include provisions for labeling all fire-rated walls. The label shall be stenciled in paint. In finished areas, the label shall be located above ceilings.
6. Provide systematic code/criteria analysis to validate design for life safety in the areas defined below. The analysis shall use the most current published version of NFPA codes (101, 72, 70, 13, etc.) as well as the most current IBC and 29 CFR 1960.20.
 - i. Egress, with particular attention to travel distance, smokeproof enclosures, elevators, vestibules, exit pathways, doors and stairs.
 - ii. Compliance with requirements of the Architectural Barriers Act (ABA) and Americans with Disabilities Act (ADA).
 - iii. Fire suppression systems, including water supplies, fire pumps, hydrants, fire department connections, extinguishers, standpipes, sprinklers and special protection systems.
 - a. Fire detection and reporting systems, recognizing that delayed egress and early warning are integral to the design. Smoke and heat detector coverage, location of notification appliances and their type (audible/visual, chime vs. horn, strobes, lens color), manual stations, annunciators, fire alarm control panels, duct detectors and interface to other systems, such as security, fire/smoke dampers, stairwell pressurization, HVAC, etc. An operations matrix should be provided.
 - b. The fire detection and alarm system shall comply with all applicable Underwriters Laboratories, and NFPA 72 and 101 requirements. The system shall include automatic detection, fire sprinkler flow and

tamper monitoring, fire fighters telephone, elevator interfaces, HVAC interfaces and appropriate audible and visual signaling. The fire alarm system shall be capable of fire pump monitoring, stair pressurization monitoring and manual/automatic control from fire alarm system. Provide for elevator primary and secondary recall functions. Provide Digital Alarm Communicator/Transmitter (DACT) to communicate with a fire alarm monitoring service. Coordinate the system requirements to be compatible with the airport system or local monitoring agency. The contract shall have requirements for two years of maintenance and monitoring.

- iv. Building construction based on occupancy types, with fire resistive wall and floor requirements, interior finishes, fire/smoke dampers, fire rated penetrations, door ratings, building height, story and area limitations and presence of combustible materials.

F. Electrical Design

1. The A/E will be responsible for incorporating a Critical Power Distribution System Type 2A (CPDS-2A) into the Las Vegas ATCT/TRACON design. The CPDS-2A is a government-furnished, contractor-installed system. The individual components for the CPDS-2A will be government-furnished down to the panelboard level. The A/E Design Engineer shall use the attached Design Guidelines for a Type 2A CPDS.
2. As part of the CPDS-2A design, the A/E shall develop an itemized list of all government-furnished equipment (GFE), which will consist of, but not limited to, an engine generators package, static transfer switches, uninterruptible power supplies, transient voltage surge suppressors, and electrical distribution gear. See the Design Guidelines for the Type 2A CPDS.
3. The building electrical system shall be provided with electronic metering/monitoring capable of monitoring voltage, amperage, power factor, kva, kvar, watts, watt-hours, waveforms, harmonics, etc. The system shall be provided with a remote PC complete with software for analysis that is capable of remote access via the Internet. The extent of the monitoring system shall be as depicted in the Design Guidelines for the Type 2A CPDS. The designer shall provide contractor installation drawings for the power monitoring system.
4. The electrical capacity of the facility shall be designed for actual facility requirements. The A/E shall obtain fault current data from the electrical service company, and perform short circuit analysis and protective device coordination calculations (using EDSA Micro Corporation software) for the electrical distribution system in accordance with appropriate FAA orders, standards, and other applicable codes. The engineer responsible for these studies shall be a Registered Professional Electrical Engineer with at least ten (10) years of experience, who specializes in performing power system studies. The study shall be in accordance with the specific procedures outlined in IEEE 141 (Red Book) and ANSI/IEEE 242

(Buff Book). The A/E shall work closely with FAA to assure proper electrical service capacity. The electrical design will be considered incomplete until such time as the FAA Electrical Engineer has approved the short circuit analysis and ground fault study of the facility. (Note: Soils resistivity measurements are required for a properly designed electrical system and these measurements shall be recorded on the civil and electrical drawings)

5. The intent of the short circuit analysis and protective device coordination study is to verify that the specified and supplied equipment are properly rated, correctly applied, and within industry and manufacturer tolerances. The studies will be based on Square D electrical equipment. The coordination study will determine the correct settings for the protective devices which will minimize the damage caused by an electrical fault and allow for selective coordination between the devices. The coordination study shall include the closest upstream utility protective device down to the panelboard main, branch, or feeder circuit breakers. The coordination study shall consider operation during normal conditions, alternate operation, and emergency power conditions.
6. The A/E shall work with the FAA to determine which electrical loads should be on non-essential power, essential power, or critical power. All facility electrical work shall be designed in accordance with the most stringent interpretation of the following:
 - NFPA 70 - National Electrical Code
 - NFPA 70E - Standard for Electrical Safety in the Workplace
 - NFPA 780 - Standard for the Installation of Lightning Protection Systems
 - FAA-STD-019e - Lightning Protection, Grounding, Bonding and Shielding Requirements for Facilities
 - FAA Order 6950.27 - Short Circuit Analysis and Protective Device Coordination Study
 - FAA-C-1217f - Interior Electrical Work
 - FAA-STD-1391b - Installation and Splicing of Underground Cables
 - FAA-STD-032 - Design Standards for National Airspace System Physical Facilities
 - FAA-STD-033 - Design Standards for Energy Management in NAS Physical Facilities
 - FAA-AC 70/7460-1J - Obstruction Marking and Lighting

7. The A/E shall work closely with the FAA to design the lightning and surge protection, grounding, bonding, and shielding (LSPGBS) systems. In addition to providing an overall project design that conforms to FAA STD-019e *Lightning Protection, Grounding, Bonding, and Shielding Requirements for Facilities* and the other pertinent model building codes, design the ATCT and Base Building/TRACON structural and reinforcing steel to be electrically continuous. Provide an electrical design with cascading surge arrestors to protect electronic equipment from electrical surges in accordance with IEEE Standard 1100, *IEEE Recommended Practice for Powering and Grounding Sensitive Electronic Equipment* also known as the "Emerald Book." In the event of conflicts between different FAA Standards, the latest FAA STD-019e shall prevail. Utilize soil resistivity results to design the LSPGBS.
8. A complete communications grounding system shall be designed to provide an equipotential ground reference for all communications equipment per EIA/TIA standards. Characteristics of surge protection devices/arrestors shall meet requirements of latest issue FAA STD-019e and shall be provided on all electrical panels.
9. The A/E shall complete and submit a present worth, economic/energy study for the various types of lighting fixtures considered. The study must show the annual costs of power and maintenance for each fixture type over its service life. These costs shall then be brought back to present and combined with the first cost to determine the most economical type. Light emitting diode (LED) light should be considered.
10. Provide an estimate of total connected kilowatt (KW) load and demand factors, diversity, and resulting total demand kW load. Break down the loads to show lighting load, convenience receptacle load, air-conditioning loads, heating loads, pump loads, power roof ventilator loads, power receptacle loads for special equipment, load allocated for spare capacity, and special loads such as electronic equipment, air compressors, generators, etc. State the total estimated power factor, the resulting kilovolt ampere load, and size of transformers selected. Estimate separately the above for the service entrance transformer and subsequent transformers (such as dry-type transformers) within the building.
11. A complete closed circuit camera/television system shall be designed to provide surveillance of entrance facilities, parking areas, and other areas where coverage is desired. A switching and control system shall be provided that provides controlled access to monitoring positions at the Base Building/TRACON security position, and a secondary nighttime position located in the ATCT, if desired. Additional control and monitor positions, recording, and other features shall be provided as dictated by user requirements.
 - a. Special emphasis shall be placed upon the maintainability of the security devices such as the CCTV cameras, lighting, and devices. Consideration shall be made with location, accessibility, and supply support.

- b. Access control shall be provided which will restrict entry and egress to controlled areas to holders of standard FAA badges. As designers of the LAS ATCT facility access control system, the A/E shall investigate the use of dual track or dual technology badges to allow FAA personnel to utilize one badge to access both the ATCT and the Base Building/TRACON.
- c. If the FAA requires on-site badging facilities, the equipment shall be provided as part of the access control system.
- d. Security requirements shall be compliant with FAA Order 1600.69B and the FAA Security Office.

G. Electronics Design

1. The A/E shall provide a complete structured premise wiring and cable distribution system design that is compliant with EIA/TIA 568/569/606 and other applicable BICSI standards and its notes. The system will support all digital and voice signaling for NAS and administrative networking, and telecommunications services. The cabling system will consist of an outside fiber optics cable plant and an inside copper/fiber plant serving the ATCT and TRACON facility.
 - a. The outside cable plant will comply with FAA Order 6000.36A, Communications Diversity. It must enter the ATCT equipment room on opposite sides, each side terminating in physically separate racks. It shall utilize single mode fiber optic cables inside a concrete encased duct bank system, and connect the ATCT/TRACON to all FAA airfield facilities.
 - b. The inside cable plant will be a hybrid copper/fiber solution. Provide a single mode fiber optics solution as part of the inside cable plant. Provide a dual copper/fiber riser between the ATCT equipment room and the Subjunction level. Use a Krone Ultim-8 connector system (or approved equal) for the copper cable plant. The copper cable plant must be installed and tested to Category 6 specifications at all locations. Network termination points will use the EIA 568A wiring standard. Use a uniform system of numbering and documentation compliant with EIA/TIA 606 for all communications facilities. The cable plant will host both NAS and administrative signaling. However, NAS and administrative systems are not integrated, and will use different work area termination points. Provide termination points at all operational consoles and at appropriate locations in the administrative area.
2. Electronics Equipment - Provide supplemental cableway/raceway and square ducts systems between equipment locations throughout the building. Emphasis shall be placed on accessibility and flexibility to accommodate change. The structured cabling system will include plans for the installation, seismic restraint, grounding, and energizing of equipment racks, distribution frames and all supporting infrastructure. Grounding systems will meet FAA STD 19e. Design the system to meet electrical, grounding, cable distribution, lighting and air conditioning requirements of the BICSI standards.

Provide a complete system of riser cabling between the Base Building/TRACON and the ATCT Sub-junction Level using both Single Mode Fiber Optics and surge-protected Category 6 copper cabling. Terminate and test the fiber optic cables in a fiber patch panel. Provide surge suppression on all copper facilities that extend to upper levels of the tower. Deliverables include fiber optic cable test results, floor plans, riser diagrams, layout drawings, installations detail drawings, bill of materials, and installation and testing specifications and procedures.

3. Develop a Subsurface Utility Plan for a conduit duct bank supporting a Fiber Optics Transmission System (FOTS) Network connecting all applicable airfield facilities to the ATCT/TRACON facility. Use 4" steel ducts encased in concrete. Coordinate with the FAA Project Engineer to determine the number of existing and future conduit runs required. Comply with FAA Order 6000.36A, Communications Diversity. Utilize existing FAA ducts to the maximum extent possible.
4. LAN and Network Equipment - It is recognized that much of the equipment within the ATCT facility will utilize LAN and other services which, by virtue of their speed, must be multiplexed over a site-wide network. Fiber-optic services which, by virtue of their speed, must be multiplexed over a site-wide system for reasons of reliability, route diversity and network management. Space, power, and air-conditioning will be provided to accommodate this equipment as part of this scope of work. The site-wide network(s) designed to achieve desired levels of availability within the site. Infrastructure outside the boundaries of the tower and base building is not included in the scope of work.
5. Public Address System - A complete public address system shall be provided for the Base Building/TRACON facility and appropriate areas of the tower facility. Loudspeaker placement and design shall provide uniform coverage at average sound pressure levels that are suitable for local ambient noise and acoustic conditions. Microphone, PBX dial access, program material and other inputs will be provided as dictated by user requirements.
6. Radio Antenna Supports and Grounding - The A/E shall design a complete system of radio/antenna mounts, raceways, and grounding to support VHF/UHF, ground and microwave facilities. All coordination shall be provided to meet aesthetic, physical, and interference concerns.
7. Electronics Equipment Rack Installation – The A/E shall include information in the design documents that outline the construction contractor's responsibilities with respect to equipment rack installation. The FAA intends to prepare the interior of the racks for power, grounding, and cabling, and have them shipped to the site. The construction contractor will be responsible for setting the racks, seismically securing them, and making the power and grounding connections. The A/E shall work with the FAA Electronics Engineer to layout the racks in a logical and efficient manner that provides adequate clearances for installation and maintenance. Since the raised floor system(s) will not be used as a plenum, the A/E shall consider methods for ensuring proper air circulation/cooling within the racks.

VII. REVIEWS AND MEETINGS

Shortly after the NTP is issued, a project kickoff meeting will be scheduled in Las Vegas, Nevada for one week. The purpose of the meeting will be to establish points-of-contact between the FAA, the A/E, and the CCDOA and discuss project requirements. The A/E may begin collecting engineering data and other pertinent information to accomplish the SOW. The A/E may schedule other trips/site visits to Las Vegas, at their own discretion, in support of their engineering and design efforts. These trips shall be depicted in the project schedule.

At the Project Planning Document (PPD), 35%, 70%, and 100% review stages, the A/E shall distribute submittal packages to the reviewers via overnight mail. The final list of reviewers and mailing information will be provided after the NTP. For estimating purposes, the A/E shall plan to mail two submittal packages to 8 different addresses for each review stage.

The reviewers will generate comments within the allotted review period. All of the comments will be collected and consolidated by the FAA project team. The FAA project team will travel to the A/E's office to deliver, review, and discuss the comments. For scheduling purposes, each review meeting between the FAA project team and the A/E's design team shall be planned for one week.

VIII. SUBMITTALS

The following items are required for each submittal at the various design stages. The submittal packages shall comply with the content requirements of the *Terminal Facilities Standard Designs A/E Project Manual* for the individual disciplines. Additional information may be included at the discretion of the A/E.

Project Planning Document (PPD)

- 2 copies of the geotechnical report. Summarize the geotechnical report and include the A/E's conclusions from their analysis, including recommended foundation designs for the ATCT and Base Building/TRACON in the text of the PPD
- 20 hard copies of the PPD
 - 11 x 17 format
 - Reference the electronic copy (.pdf format) of the PPD that was submitted for the Boise, Idaho ATCT for the expected content and format.
 - Reference sections 4.10, 5.4, 6.4, 7.4, 8.4, 9.4 and 10.4 of the *Terminal Facilities Standard Designs A/E Project Manual* for minimum requirements.
- 1 electronic copy of the PPD in .pdf format on a CD or DVD

35% Submittal

- Reference sections 5.5, 6.5, 7.5, 8.5, 9.5 and 10.5 of the *Terminal Facilities Standard Designs A/E Project Manual* for minimum requirements.
- 2 copies of the cost-benefit analysis on the HVAC system including initial cost and life cycle costs for each system analyzed
- 2 copies of the structural design calculations
- 2 copies of the lighting calculations
- 2 copies of the electrical load calculations and recommended sizes for the engine generator, UPS and automatic transfer switch
- Utility size and usage information shall be provided for all utility connections. This data will be used by FAA to acquire procure utility services for the facility so it must be detailed and accurate.
- 20 half-size sets of the drawings
- 2 full size sets of the drawings
- 2 copies of the specifications. Reference Sections 4.25 and 4.26 of the *Terminal Facilities Standard Designs A/E Project Manual* for minimum requirements.
- 2 copies of the revised construction cost estimate. Reference Section 4.31 of the *Terminal Facilities Standard Designs A/E Project Manual* for minimum requirements.
- 2 copies of the Design Data Handbook. Narrative shall include information about each major building system/component (e.g. the primary HVAC system selected and the major components of that system, type of backup HVAC system selected including the major components, controls, etc.)
- 1 electronic copy of each item in .PDF format on a CD or DVD

70% Submittal

- Reference section 4.11 of the *Terminal Facilities Standard Designs A/E Project Manual* for minimum requirements.
- 20 half-size sets of the drawings
- 2 full size sets of the drawings
- 2 copies of the specifications.
- 2 copies of the revised construction cost estimate.
- 2 copies of the preliminary protective device coordination study and short circuit analysis
- 2 copies of updated structural design calculations.
- 2 copies of the Design Data Handbook.
- 1 electronic copy of each item in .PDF format on a CD or DVD
- Demolition cost estimate for old ATCT and TRACON

The FAA will select the final finishes between the 70% and 100% submittals based on the various color schemes presented by the A/E and input provided up to that point. The final finish selections shall be included in the 100% submittal.

100% Submittal

- Reference sections 5.6, 6.6, 7.6, 8.6, 9.6 and 10.6 of the *Terminal Facilities Standard Designs A/E Project Manual* for minimum requirements.
- 20 half-size sets of the drawings
- 2 full size sets of the drawings
- 5 copies of the specifications. Reference Section 4.27 of the *Terminal Facilities Standard Designs A/E Project Manual* for minimum requirements.
- 2 copies of the revised construction cost estimate. Reference Section 4.32 of the *Terminal Facilities Standard Designs A/E Project Manual* for minimum requirements.
- 2 copies of the protective device coordination study and short circuit analysis
- 2 copies of updated structural design calculations.
- 2 copies of the Design Data Handbook.
- 20 half-size sets of the drawings
- 2 full size sets of the drawings
- 1 electronic copy of each item in .PDF format on a CD or DVD

It is the intent of the FAA that the 100% submittal is complete and final. The FAA will review and provide comments as such. If there are a substantial amount of comments generated during the 100% review process, the A/E will be required to incorporate the comments and then resubmit the drawings and specifications for an additional review. The main purpose of this additional review will be to ensure all comments have been properly incorporated into the final design. If this additional review is required, the submittals shall be the same as the 100% Submittal as stated above minus the load short circuit analysis reports, protective device coordination studies, structural analysis, and construction cost estimates, assuming there are no significant changes associated with these documents.

Final Submittal

- Reference sections 4.12, 4.28, 4.33, 5.7, 6.7, 7.7, 8.7, 9.7 and 10.7 of the *Terminal Facilities Standard Designs A/E Project Manual* for minimum requirements.
- 1 full-sized set of reproducible drawings (mylars)
- 1 unbound copy of the specification (single-sided original)
- 10 half-size sets of the drawings
- 5 full size sets of the drawings
- 10 copies of the specifications.
- 2 copies of the revised construction cost estimate.
- 2 copies of the final protective device coordination study and short circuit analysis
- 2 copies of final structural design calculations.
- 2 copies of the final Design Data Handbook.
- 1 copy of all the drawing files on CD ROM in Microstation v8 format
- 1 copy of the specification on CD ROM in MS Word 2003 format

IX. ATTACHMENTS

Current copies of the FAA Orders and Standards referenced within this SOW can be provided to the successful A/E upon request after contract award. The following documents and items are supplements to, and shall be considered part of, this SOW:

1. *Terminal Facilities Standard Designs A/E Project Manual*
2. *The Airport Tenant Improvement Manual* for McCarran Airport
3. Aerial View of McCarran Airport depicting Terminal 3 Site
4. Aerial View of Terminal 3 Site
5. Boise, Idaho ATCT Project Planning Document (PPD)
6. *Base Building Space Allocation*
7. *ATCT Space Allocation*
8. CPDS Type 2A

X. CONTACT INFORMATION

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